AGRICULTURE AND FOREST SECRETARIAT

NOTIFICATION

Bangalore, dated 18th December 1967.

S. O. 2430 —In exercise of the powers conferred by Section 4 of the Madras Forest Act, 1882 (Madras Act V of 1882), as in force in the Madras Area, the Government of Mysore hereby—

(i) declares that it is proposed to constitute the lands in the Coondapur Taluk of South Kanara District, the situation and limits of which are specified in the Schedule hereto annexed, as reserved forests;

(ii) appoints the Forest Settlement Officer, South Kanara, Mangalore, to be the Forest Settlement Officer for purpose of clause (c) of the said Section; and

(iii) appoints the Divisional Forest Officer, Coondapur to attend on behalf of the Government at the inquiry conducted by the said Forest Settlement Officer.

Under Section 14 of the said Act, the Government of Mysore hereby appoints the Deputy Commissioner of South Kanara District to hear appeals on any orders passed by the Forest Settlement Officer under Sections 11, 12 and 13 of the said Act.

SCHEDULE

Name of the District	...	South Kanara
Name of the Taluk	...	Coondapur
Name of the Village		Devalakunda
Survey Field No.	...	112 and 99/1
Name of the Block	...	'Devalakunda' Block
Area	...	135·50 acres

Boundary Description

North:—Starting from station No. 0, (cairn No. 80) the demarcation line runs towards North-East of the block to station No. 3 after passing through the intermediate station Nos. 1 and 2 at a total distance of 1090 links. From station No. 3 the line runs towards south to station No. 4 at a distance of 290 links. From station No. 4 the line runs towards South-East to station No. 9 after passing through the intermediate station Nos. 5 to 8 at a total distance of 1510 links. From station No. 9 the line runs South-East to station No. 10 at a distance of 400 links. From station No. 10 the line runs towards east to station No. 11 at a distance of 280 links. From station No. 11 the line runs towards south-east to station No 22 after passing through the intermediate station Nos. 12 to 21 at a total distance of 2780 links. From station No. 22 the line runs towards North-East to station No. 26 after passing through the intermediate station Nos. 23 to 25 at a total distance of 1200 links. From station No. 26 the line runs towards North-West to station No. 27 at a distance of 200 links. From station 27 the line runs towards North-East to station No. 29 after passing through the middle station No. 28 at a total distance of 740 links. From station No. 29 the line runs towards North to station No. 30 at a distance of 300 links. From station No. 30 the line runs towards North-East to station No. 31 at a distance of 200 links. From station No. 31 the line runs towards South-East to station No. 33 after passing through the middle station No. 32 at a total distance of 520 links. From station No. 33 the line runs towards East to station No. 35 after passing the middle station No. 34 at a total distance of 480 links. From station No. 35 the line runs towards East to station No. 38 after passing the middle station Nos. 36 and 37 at a total distance of 840 links. From station No. 38 the line runs towards North-East to station No. 42 after passing the intermediate station Nos. 39 to 41 at a total distance of 1770 links. The bearings and distances from station to station are as follows:—

Station Number From	To	Bearings in degree in F.B.	Distances in links
1	2	3	4
0	1	75	440
1	2	92	440
2	3	102	210
3	4	169	290
4	5	121	440
5	6	114	210
6	7	101	260
7	8	101	220
8	9	101	380
9	10	132	400
10	11	90	280
11	12	113	360
12	13	143	320
13	14	131	280
14	15	98	200
15	16	120	220
16	17	138	260
17	18	110	210
18	19	123	200
19	20	141	200
20	21	117	270
21	22	106	260
22	23	60	200
23	24	63	390
24	25	76	350
25	26	70	260
26	27	330	200
27	28	20	340
28	29	30	400
29	30	5	300
30	31	63	200
31	32	103	300
32	33	109	220
33	34	85	220
34	35	81	260
35	36	110	240
36	37	117	200
37	38	103	400
38	39	80	580
39	40	90	290
40	41	50	280
41	42	76	620

East:—From station No. 42 (cairn No. 22) the line runs towards South-East to station No. 44 after passing the middle station No. 43 at a total distance of 850 links. From station No. 44 the line runs towards the south to station No. 45 at a total distance of 520 links. From station No. 45 the line runs towards south-east to station No. 46 at a total distance of 330 links. The bearings and distance from station to station are as follows :—

Station Numbers	Bearings	Distances
42 to 43	123°	400 links
43 to 44	121°	450 do
44 to 45	188°	520 do
45 to 46	154°	330 do

South:—From station No. 46 (cairn No. 26) the line runs towards South-West the station No. 47 at a distance of 290 links. From station No. 47 the line runs towards west to station No. 50 after passing the intermediate station No. 48 and 49 at a total distance of 750 links. From station No. 50 the line runs towards south-west to station No. 52 after passing through the middle station No. 51 at a total distance of 460 links. From Station No. 52 the line runs towards west to station No. 53 at a total distance of 520 links. From station No. 53 the line runs towards North-West to station No. 58 after passing through the intermediate station Nos. 54 to 57 at a total distance of 1160 links. From station No. 58 the line runs towards west to station No. 66 after passing the intermediate station Nos. 59 to 65 at a total distance of 2430 links. From station No. 66 the line runs towards South-West to station No. 69 after passing through the intermediate station Nos. 67 and 68 at a total distance of 740 links. From station No. 69 the line runs towards west to station No. 74 after passing the intermediate station Nos. 70 to 73 at a total distance of 1870 links. From station No. 74 the line runs towards south-west to station No. 77 after passing the

middle station No. 75 and 76 at a total distance of 1,000 links. From station No. 77 the line runs towards North to station No. 80 after passing through the middle station Nos. 78 and 79 at a total distance of 1110 links. From station No. 80 the line runs towards North-East to station No. 81 at a distance of 390 links. From station No. 81 the line runs towards North-West to station No. 84 after passing through the intermediate station Nos. 82 and 83 at a total distance of 1120 links. From station No. 84 the line runs towards South-West to station No. 91 after passing through the intermediate stations 85 to 90 at a total distance of 2380 links. The bearings and distances from station to station are as follows :—

Station Numbers From	To	Bearings in degrees in F. B.	Distances in links
46	47	230	290
47	48	260	230
48	49	264	260
49	50	264	260
50	51	216	230
51	52	246	230
52	53	278	520
53	54	334	200
54	55	340	250
55	56	322	220
56	57	320	250
57	58	300	240
58	59	262	280
59	60	266	360
60	61	264	270
61	62	256	280
62	63	247	220
63	64	254	340
64	65	255	480
65	66	266	200
66	67	211	260
67	68	210	200
68	69	230	280
69	70	265	400

70	71	266	300
71	72	259	360
72	73	266	380
73	74	263	430
74	75	209	420
75	76	192	250
76	77	225	330
77	78	339	330
78	79	358	500
79	80	345	280
80	81	30	390
81	82	339	330
82	83	330	330
83	84	298	460
84	85	254	430
85	86	234	400
86	87	218	370
87	88	216	280
88	89	233	300
89	90	230	280
90	91	247	320

West :—From station No. 91 (Cairn No. 71) the line runs towards North-West to station No. 93 after passing the middle station No. 92 at a total distance of 700 links. From station No. 93 the line runs towards the North to station No. 0 after passing through the intermediate station Nos. 94 to 99 at a total distance of 2610 links which is the starting point of the Block. The bearings and distances from station to station are as follows :—

Station Numbers From	To	Bearings in degrees in F.B.	Distances in links.
91	92	290	400
92	93	307	300
93	94	340	240
94	95	6	300
95	96	358	490
96	97	357	330
97	98	346	460
98	99	342	420
99	0	2	370

Right of ways:—A road from Karkunje village enters the block in between the cairn No. 17 and 18 and comes out between cairn Nos. 6 and 7. The same road enters once again between cairn Nos. 4 and 5 and comes out between cairn Nos. 77 and 78 of Devalakunda Block and goes to Hemmadi. Two cart track one from Tallur and another from Kenchanur enters the block in between cairn No. 58 and 59 and cairn No. 49 and 50 respectively and joins the road which is running inside block. A footpath enters the block in between the cairn No. 80 and 81 and joins the road which is running inside the block.

Other Privileges: Free grazing of cattle by the Villagers inside the block.

2. Free removal of dry fuel by villagers inside the block.

3. Free removal of green and dry manure for *bona fide* use of the villagers are to be allowed.

[No. AFD 125 FAF 67.]

By Order and in the name of the Governor of Mysore,

1678 M. W. WINSTON, *Under Secy*